



X MARKS THE SPOT
WHERE SAFETY
BEGINS
PERSONNEL DIVISION

NUMBER 17

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HE CAIN'T MEAN ME!

MOST OF US ARE ACQUAINTED WITH LI'L ABNER OF THE COMIC PAGE. RECENTLY HE FOUND HIMSELF IN THE FEARFUL PREDICAMENT OF HAVING TO CHOOSE ONE OF THE GALS OF THE TOWN OF "WRONG END" TO BE HIS WIFE. THIS WASN'T MUCH OF A CHOICE AS EVERY ONE OF THE GALS WAS VERY HOMELY. OUR HERO SHUT HIS EYES AND ANNOUNCED HE WOULD MARRY THE HOMELIEST OF THEM ALL, BUT THOUGH EVERY GAL HAD A FACE THAT WOULD STOP A CLOCK, THEY ALL MARCHED OFF WITH ONE REFRAIN - "HE CAIN'T MEAN ME":

SO IT IS WITH SAFETY. WE ALL TAKE IT FOR GRANTED THAT WE ARE PERFORMING OUR DAILY TASKS IN A SENSIBLE AND SAFE MANNER. ALL THIS TALK AND WRITING ABOUT SAFETY MUST BE FOR SOMEONE ELSE'S BENEFIT. WE SUBCONSCIOUSLY SHRUG IT OFF WITH A MENTAL "HE CAIN'T MEAN ME."

WE OWE IT TO OURSELVES TO TAKE TIME OUT NOW AND THEN TO

THINK OF OUR INDIVIDUAL JOB IN ITS RELATION TO SAFETY, AND MAKE EVERY EFFORT TO DO THAT JOB ACCORDING TO THE BEST SAFETY PRACTICES.

THE EXPERIENCE OF OTHERS HELPS US TO VISUALIZE THE INHERENT DANGERS WE MUST FACE IN OUR DAILY JOBS.

WHETHER IT IS ADVICE FROM YOUR SUPERVISOR, AN OPINION EXPRESSED BY A FELLOW WORKER OR AN ARTICLE IN A NEWSPAPER OR MAGAZINE, IF IT CONCERN'S SAFETY, BE SURE YOU THINK ABOUT IT INTELLIGENTLY IN ITS POSSIBLE APPLICATION TO YOUR JOB BEFORE YOU PASS IT BY WITH THAT FAMILIAR CRY, "HE CAIN'T MEAN ME!"

(TULSA OILER)

TO KEEP YOUR CHILDREN FREE

WHILE YOU WERE GOING TO WORK THIS MORNING, SOME RATHER STRANGE THINGS WERE HAPPENING TO A LOT OF YOUR FELLOW COUNT-

RYMEN - PEOPLE YOU'VE HEARD ABOUT - PEOPLE YOU'VE MET - MAYBE EVEN THAT NEIGHBOR OF YOURS WHO JOINED UP A FEW MONTHS AGO...

OFF THE COAST OF NEW GUINEA - SEVENTY-FIVE MEN WERE SLOWLY SUFFOCATING IN THE AIRTIGHT COMPARTMENTS OF A SUNKEN SUBMARINE...

UP IN ICELAND - FIFTY SAILORS ADRIFT IN LIFEBOATS FROZE LIKE HUMAN ICICLES AND PERISHED IN THE BARENTS SEA...

DOWN ON THE SOLOMON ISLANDS - A HANDFUL OF SOLDIERS WERE FOREVER PINNED UNDER THE CRUSHING DEBRIS OF A RUINED BOMB SHELTER...

AND A MACHINEGUN CREW IN NORTH AFRICA - WAS TRAPPED IN A PILL BOX AND COOKED TO DEATH BY FLAME THROWERS...

EVERY DAY, THOUSANDS OF AMERICANS ARE GOING THROUGH

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* YOU INJURE YOUR COUNTRY *
* WHEN YOU INJURE YOURSELF *
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HELLS THAT CHALLENGE THE HUMAN IMAGINATION - JUST SO THAT YOUR CHILDREN CAN BE FREE - AND HAPPY AND HEALTHY AND ABLE TO LIVE THE KIND OF LIFE THAT TYPIFIES AMERICA!

YOU HAVE A JOB THAT IS JUST AS SERIOUS AS THE SOLDIER'S OR SAILOR'S.

ON YOU RESTS THE RESPONSIBILITY OF PRODUCING MORE AND MORE OF THE WEAPONS AND OTHER EQUIPMENT SO NECESSARY TO VICTORY.

EVERY BIT OF WAR MATERIAL YOU TURN OUT IS INSURANCE AGAINST THE ENSLAVEMENT OF YOUR CHILDREN.

SO AVOID ACCIDENTS! STAY ON THE JOB! STEP UP PRODUCTION! GIVE IT EVERYTHING YOU'VE GOT! (WAR PRODUCTION BOARD)

WHAT THEY SAY ABOUT SAFETY

PRESIDENT ROOSEVELT: "IT IS OBVIOUS THAT THE VERY MAGNITUDE OF THE TOLL IN DEATHS AND INJURIES AND ACCIDENTS CAUSED ONE OF THE SERIOUS IMPEDIMENTS TO OUR WAR PRODUCTION."

SECRETARY KNOX: "ACCIDENTS GO ON TWENTY-FOUR HOURS A DAY; THE EFFORT TO COMBAT THEM SHOULD GO ON TWENTY-FOUR HOURS A DAY, TOO. ACCIDENT HAZARDS CAN'T BE LEFT BEHIND WHEN THE WHISTLE BLOWS — THEY CONTINUE ON INTO THE EVENINGS, AND CARRY OVER TO SUNDAYS AND HOLIDAYS."

DONALD M. NELSON: "OUR NEED FOR WAR PRODUCTION TODAY IS SO GREAT THAT IT IS OF VITAL IMPORTANCE TO CUT DOWN THE TOLL OF MAN-HOURS LOST DUE TO ACCIDENTS."

G. DONALD KENNEDY, MICHIGAN COMMISSIONER OF HIGHWAYS: "IN THE FACE OF WAR, THE NEED FOR SAFETY TAKES ON A MORE COLD-BLOODED ASPECT. WE ARE TRYING NOW NOT ONLY TO SAVE LIVES AS A HUMANITARIAN MEASURE, BUT WE ARE TRYING TO PREVENT ACCIDENTS SO THAT MEN WILL NOT BE KEPT FROM WORK AND SO THAT IR-REPLACEABLE EQUIPMENT WILL NOT BE LOST."

HAROLD SNELL, OREGON GOVERNOR-ELECT: "DURING THIS EMERGENCY, TRAFFIC SAFETY TAKES ON AN ADDED SIGNIFICANCE. THE NATION CANNOT AFFORD THESE LOSSES WHEN MANPOWER AND MACHINES ARE IMPERATIVE TO THE WAR EFFORT."

H. G. SOURS, DIRECTOR OF HIGHWAYS, OHIO: "INJURIES AND DEATHS GROWING OUT OF TRAFFIC ACCIDENTS ROB WAR PRODUCTION OF VALUABLE MAN-HOURS OF PRODUCTIVE CAPACITY. DAMAGE TO AUTOMOBILES AND TIRES IS COSTLY AND DEPLETES TRANSPORTATION RESOURCES."

(THE CALIFORNIA HIGHWAY PATROLMAN)

OFFENSIVE

THE TIME HAS COME TO OPEN THE SPRING OFFENSIVE DRIVE AGAINST ACCIDENTS. COMPLACENCY TOWARD THE COMMONPLACE HAPPENINGS OF DAILY WORK MAY WELL CREEP INTO OUR ROUTINE, AND IN SPITE OF THE FACT THAT WE MAY BE ON THE DEFENSIVE AGAINST ACCIDENTAL HAPPENINGS.

ACCIDENTS ARE UNUSUAL IN PLACES WHERE THEY ARE EXPECTED, OWING TO THE FACT THAT ADEQUATE SAFEGUARDS ARE USED. FALLING FROM SCAFFOLDS, MACHINERY BREAKING OR GEARS CATCHING WORKMEN'S FINGERS OR CLOTH-

ING ARE UNUSUAL HAPPENINGS BECAUSE WE HAVE SET UP A GOOD DEFENSE AGAINST THESE THINGS.

IT IS THE UNEXPECTED HAPPENINGS THAT APPEAR MOST OFTEN ON ACCIDENT REPORTS. THE BEST GUARDING AGAINST THESE ACCIDENTS IS FULL USE OF THE WORKMAN'S MOST DEPENDABLE TOOL - COMMON SENSE.

AS IT IS ALMOST IMPOSSIBLE TO INSURE THE CONSTANT USE OF COMMON SENSE, DEFENSIVE ACTION IS NOT ENOUGH. WE MUST TAKE A DEFINITE OFFENSIVE, WHICH MEANS CONSTANT FORETHOUGHT TO CORRECT ERRORS IN OUR PRESENT METHOD OF OPERATION, NO MATTER WHAT OUR JOB MAY BE, NO MATTER HOW LARGE OR SMALL THE TASK.

DEFENSIVE DRIVING OF MOTOR VEHICLES SIMPLY MEANS THAT THE DRIVER IS CONSTANTLY ALERT TO THE INEXPERIENCE, CARELESSNESS OR DEFECTIVE EQUIPMENT OF THE OTHER MOTORISTS. DEFENSE AGAINST THE UNEXPECTED AND OFFENSE AGAINST ACCIDENTS.

THE SPRING OF THE YEAR ALWAYS BRINGS EXTRA HAZARDS TO EVERYDAY LIFE, SO LET'S START OUR SPRING OFFENSIVE AGAINST ACCIDENTS.

(NATIONAL SAFETY NEWS)

DEFENSIVE DRIVING

"YOU'VE PROBABLY SEEN DRIVERS COME IN AFTER AN ACCIDENT CURSING THE 'DUMB CLUCK' WHO SPOILED THEIR PERFECT RECORD. THE USUAL 'BEEF' GOES SOMETHING LIKE THIS: 'THERE I WAS ROLLING ALONG ON MY SIDE OF THE ROAD, NOT DOING A THING WRONG AND MINDING MY OWN BUSINESS, WHEN THAT SO-AND-SO SUDENLY CHANGED HIS MIND RIGHT

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* THE LESS TIME YOU LOSE *
* THE QUICKER THE AXIS WILL LOSE *
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IN FRONT OF ME."

"THERE'S MORE TO SAFE DRIVING THAN KEEPING ON THE RIGHT SIDE OF THE ROAD AND MINDING YOUR OWN BUSINESS. THAT ADDED SOMETHING IS 'DEFENSIVE DRIVING'. THE DEFENSIVE DRIVER THINKS AHEAD ABOUT WHAT MIGHT HAPPEN AND IS READY FOR ANY EMERGENCY. HE ANTICIPATES TROUBLE BY THINKING FOR THE OTHER FELLOW, THUS AVOIDING SITUATIONS WHICH MIGHT RESULT IN AN ACCIDENT. IN A SENSE HE IS A PESSIMIST SINCE HE ALWAYS EXPECTS THE OTHER MOTORIST OR PEDESTRIAN TO DO THE WRONG THING, AND GUARDS AGAINST IT.

"THE DEFENSIVE DRIVER NEVER PLACES COMPLETE FAITH IN THE OTHER FELLOW'S HAND SIGNALS; HE IS ALWAYS PREPARED FOR THE MOTORIST WHO IGNORES STOP SIGNS; HE KNOWS THAT SOME DRIVERS WILL TURN RIGHT EVEN THOUGH TRAVELING IN THE LEFT-TURN LANE; HE KEEPS OUT OF COLLISIONS BY SLOWING DOWN AT ALL VIEW-OBSTRUCTED INTERSECTIONS; HE AVOIDS GANGING UP AND FOLLOWING TOO CLOSE; HE PULLS OVER AND LETS INEXPERT AND SPEEDY DRIVERS GO ON THEIR WAY; HE PUMPS THE BRAKE PEDAL TO FLASH A STOP LIGHT WARNING TO THE MOTORIST BEHIND. THESE ARE ONLY A FEW OF THE MANY TECHNIQUES EMPLOYED BY SKILLFUL DRIVERS TO PROVIDE THAT ADDED MARGIN OF SAFETY.

"THE DEFENSIVE DRIVER TAKES PRIDE IN THE FACT THAT WHATEVER THE HAZARDS AND CONDITIONS, HE BRINGS HIS VEHICLE HOME WITHOUT TROUBLE. REMEMBER THAT IT'S SMART TO DRIVE DEFENSIVELY."

(NATIONAL SAFETY NEWS)

WHAT DOES 35 M.P.H. MEAN?

1. SPEED? ABOUT 50 FEET PER SECOND.
2. STOPPING DISTANCE? ABOUT 102 FEET. THIS INCLUDES TRAVELING 38 FEET WHILE YOU RECOGNIZE THE DANGER AND GET YOUR FOOT ON THE BRAKE, AND 64 FEET OF ACTUAL STOPPING DISTANCE. THESE FIGURES ARE FOR BRAKES IN EXCELLENT CONDITION. WITH AVERAGE BRAKES YOUR STOPPING DISTANCE WILL RUN TO 115 FEET. OF COURSE, THESE FIGURES ARE FOR FAIRLY GOOD TIRES AND A DRY ROAD. IF YOUR TIRES ARE GETTING SMOOTH (AND WHOSE ARE NOT) AND THE ROAD IS WET OR ICY, THE ACTUAL STOPPING DISTANCE MAY BE MUCH, MUCH MORE.

3. ACCIDENT RATES? THERE ARE NO RELIABLE FIGURES TO TELL HOW THE TOTAL NUMBER OF ACCIDENTS AT 35-MILE SPEED WOULD COMPARE WITH THE NORMAL ACCIDENT TOTALS.

4. SEVERITY? THE SEVERITY OF THE ACCIDENTS WHICH DO OCCUR DROPS OFF SHARPLY AS SPEEDS DECREASE. OF ALL DRIVERS INVOLVED IN ACCIDENTS A YEAR OR SO AGO, ONE OUT OF EVERY 70 OF THOSE TRAVELING ABOVE 35 MILES PER HOUR WAS INVOLVED IN A FATAL ACCIDENT, WHILE ONLY ONE OUT OF EVERY 250 TRAVELING BELOW 35 WAS INVOLVED IN AN ACCIDENT WHICH RESULTED IN DEATH.

5. IS 35 M.P.H. SAFE? NOT ACCORDING TO A LOT OF DRIVERS WHO WERE INVOLVED IN FATAL ACCIDENTS WHILE TRAVELING 35 MILES PER HOUR OR EVEN LESS. NINETY-FIVE PER CENT OF THE DRIVERS IN URBAN ACCIDENTS WERE TRAVELING UNDER 35 MILES PER HOUR. SEVENTY-FIVE PER

CENT OF THOSE INVOLVED IN FATAL ACCIDENTS IN CITIES WERE TRAVELING BELOW 35. EVEN IN RURAL AREAS, THE SLOW DRIVER MADE UP 65 PER CENT OF ALL ACCIDENT DRIVERS, AND 45 PER CENT OF THE FATAL ACCIDENT DRIVERS.

6. SO WHAT? SO EVEN AT 35 BE ALERT AND DRIVE CAREFULLY, LEGALLY, COURTEOUSLY, AND SAFELY.

(PUBLIC SAFETY)

ELIMINATE HAZARDS

ALL ACCIDENTS DO NOT CAUSE INJURY. UNFORTUNATELY, EMPLOYEES ARE PRONE TO DISREGARD THOSE ACCIDENTS WHERE NO INJURY TAKES PLACE. YET IF THE CONDITIONS WHICH CAUSED THE ACCIDENT ARE NOT CORRECTED, IT MAY REPEAT, POSSIBLY CAUSING A SERIOUS INJURY. DO NOT IGNORE AN ACCIDENT JUST BECAUSE NO ONE WAS INJURED. EITHER ELIMINATE THE CAUSE, OR CALL IT TO THE ATTENTION OF SOMEONE WHO CAN ELIMINATE IT.

(NEW ORLEANS SAFETY REVIEW)

WHAT IS YOUR IDEA OF SAFETY?

WHAT DOES IT TAKE TO HAVE A SAFE JOB AND A GOOD ACCIDENT RECORD? THERE ARE MANY IDEAS ON THE SUBJECT. WHAT IS YOUR IDEA OF SAFETY?

ONE FOREMAN, WHEN ASKED THOSE QUESTIONS, ANSWERED, "MY IDEA OF SAFETY IS SIMPLE. IF EACH MAN WILL MAKE IT A POINT TO WATCH THE OTHER FELLOW, AND DO ALL HE CAN TO PREVENT AN ACCIDENT TO SOMEONE ELSE, THE PROBLEM IS PRACTICALLY SOLVED." HE IS ABSOLUTELY RIGHT, AND THE REASONS BEHIND IT ARE SOUND. MANY MEN WORKING TOGETHER TO

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* NEVER OVERLOOK HAZARDS *
* THEY NEVER OVERLOOK YOU! *
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SAFE GUARD THE INDIVIDUAL CAN ACCOMPLISH MUCH MORE THAN EACH INDIVIDUAL WORKING ONLY FOR HIMSELF. IT IS HUMAN NATURE FOR US TO BE OPTIMISTIC AND TO BELIEVE THAT THE ACCIDENTS WILL HAPPEN TO SOMEONE ELSE, NOT TO OURSELVES. WITH THAT ATTITUDE, IT IS NOT LIKELY THAT WE COULD DEPEND ON THE INDIVIDUAL TO CONTRIBUTE MUCH TO MAKING A SAFE JOB.

A SECOND FOREMAN, WHEN QUESTIONED, HAD THIS TO OFFER: "MY PET IDEA ON SAFETY IS TO ELIMINATE THE UNSAFE, RECKLESS WORKER. IF I HAVEN'T A PLACE WHERE HE CAN WORK WITHOUT ENDANGERING HIMSELF OR SOMEONE ELSE, I TRANSFER HIM TO SOMEONE WHO CAN USE HIM SAFELY, OR IF NEED BE, I GIVE HIM A RED CARD." THAT METHOD WOULD BE EFFECTIVE, PROVIDING THAT THESE UNSAFE WORKERS ARE SPOTTED IN TIME.

BOTH OF THESE MEN HAD GOOD IDEAS, THE FIRST BEING MORE OR LESS IDEALISTIC, AND THE SECOND BEING MORE EFFECTIVE WHERE THERE IS A LARGE TURNOVER IN LABOR.

TO HAVE A REALLY SAFETY-MINDED GROUP OF MEN, IT IS NECESSARY TO CONTINUALLY DRUM SAFETY AND SAFE METHODS INTO THEM. THEY WON'T BE SAFETY-MINDED UNLESS SAFETY IS REALLY STRESSED. HAVE REGULAR SAFETY MEETINGS AND INSIST THAT THE ACCIDENT-PRONE INDIVIDUALS BE PRESENT. TEACH SAFE CONSTRUCTION METHODS AND GET EVERYONE TO AIR HIS OPINIONS. GET EACH MAN TO THINKING SAFETY, AS WE KNOW SAFE ACTIONS AND SAFE THINKING GO HAND IN HAND. IF THIS PROGRAM OF SAFETY EDUCATION DOESN'T TAKE, THEN FOR

THE GOOD OF EVERYONE CONCERNED, ELIMINATE THE UNSAFE MEN.

(RED RIVER VALLEY SAFETY NEWS)

OUR DUMB ANIMALS

SAFETY IS A FUNNY THING. DUMB ANIMALS TAKE TO IT NATURALLY; IT IS BORN AND BRED RIGHT INTO THEM. BUT, MEN, WITH THEIR SUPERIOR BRAIN, SOMETIMES SCOFF AT SAFETY PRECAUTIONS.

THE BEAVERS ALWAYS DETAIL ONE OF THEIR NUMBER TO WATCH OUT AND WARN THE REST OF THE ANIMAL TREE-CHOPPERS WHEN THE TREE IS ABOUT TO FALL.

IT IS ALMOST IMPOSSIBLE TO GET A GOOD CLOSE RANGE SHOT AT THE CROW, FOR THEY HAVE SENTINELS PLACED AT ADVANTAGEOUS SPOTS AND THESE WARN OF MAN'S APPROACH.

A WOODCHUCK ALWAYS DIGS TWO OR THREE OR MORE HOLES TO HIS BURROW, SO THAT IF ANY ENEMY COMES AFTER HIM THROUGH ONE, HE HAS A CHOICE OF BACK DOOR EXITS.

MAYBE WE'RE THE DUMB ANIMALS.
(SAFE PRACTICE NEWS)

INATTENTION

EVER STOP TO THINK, WHEN DRIVING AN AUTOMOBILE AT FORTY-FIVE OR FIFTY MILES AN HOUR, HOW FAR IT TRAVELS IN AS LITTLE AS FIVE SECONDS, AND WHAT MIGHT HAPPEN IF YOU TOOK YOUR HANDS OFF THE WHEEL AND CLOSED YOUR EYES FOR THAT LENGTH OF TIME?

MANY A SERIOUS ACCIDENT HAS OCCURRED NOT BECAUSE THE INJURED PERSON CLOSED HIS EYES

OR TOOK HIS HANDS OFF THE "WHEEL" OF THE JOB HE WAS DOING, BUT BECAUSE HE CLOSED HIS MIND FOR A MOMENT BY THINKING OF OTHER THINGS. SOME PEOPLE CALL IT CARELESSNESS, SOME CALL IT THOUGHTLESSNESS; ACTUALLY, IT IS INATTENTION TO THE JOB AT HAND.

ALWAYS REMEMBER THAT MOST JOBS REQUIRE CONSTANT ALERTNESS FOR SAFETY. YOU CAN'T AFFORD TO RISK LIFE AND LIMB BY LETTING YOUR MIND WANDER WHEN YOU ARE IN THE MIDST OF HAZARDOUS WORK.

IF IT IS NECESSARY TO TALK TO SOMEONE, BE SURE THE INTERRUPTION WILL NOT CAUSE YOU TO GET HURT. IF YOU ARE EXPECTING TO GO OUT ON A BIG PARTY OR ARE MAKING PLANS FOR A WEEKEND TRIP, OR IF YOU'VE HAD TROUBLE AT HOME, OR IF YOU'VE HAD AN ARGUMENT, TRY TO DO YOUR THINKING ABOUT IT OUTSIDE OF WORKING HOURS.

IN OTHER WORDS, WATCH WHAT YOU'RE DOING WHILE YOU'RE DOING IT!

(HUNTINGTON SAFETY NEWS)

SAFETY EDUCATION

SAFETY WILL NOT PERPETUATE ITSELF ONCE GIVEN A START. CONSTANT VIGILANCE, CLOSE SUPERVISION, ACTIVE LEADERSHIP, AND AN UP-TO-DATE KNOWLEDGE OF SAFE PRACTICES IS THE ONLY WAY OUT.

REMEMBER - SAFETY EDUCATION IS THE MOST EFFECTIVE GUARD THAT CAN BE ERECTED AGAINST ACCIDENTS.

(NEW ORLEANS SAFETY REVIEW)